

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no ☒

Property Name: Pennsylvania Railroad Frederick Secondary Inventory Number: F-3-237  
Address: Pennsylvania Railroad Frederick Secondary: Frederick to Walkerville Historic district: \_\_\_\_\_ yes ☒ no  
City: Frederick to Walkersville Zip Code: \_\_\_\_\_ County: Frederick  
USGS Quadrangle(s): Frederick, Walkersville  
Property Owner: Maryland Department of Transportation Tax Account ID Number: N/A  
Tax Map Parcel Number(s): N/A Tax Map Number: Multiple  
Project: US 15 at Monocacy Boulevard Agency: Maryland State Highway Administration  
Agency Prepared By: Maryland State Highway Administration  
Preparer's Name: Stephanie Foell Date Prepared: 11/26/2007  
Documentation is presented in: \_\_\_\_\_  
Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended ☒ Eligibility not recommended  
Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G    
*Complete if the property is a contributing or non-contributing resource to a NR district/property:*  
Name of the District/Property: \_\_\_\_\_  
Inventory Number: \_\_\_\_\_ Eligible: \_\_\_\_\_ yes Listed: \_\_\_\_\_ yes  
Site visit by MHT Staff \_\_\_\_\_ yes ☒ no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Description**

The Pennsylvania Railroad Frederick Secondary line originally ran between Columbia, Pennsylvania, and Frederick, Maryland. It is alternately known as the Frederick and Pennsylvania Railroad. The section being evaluated as part of this Determination of Eligibility form runs from Frederick to Walkersville, Maryland. In Frederick, the rail line is flanked by recently constructed strip malls and a section has been paved over at the intersection with MD 355. The line runs to the northeast through the mill village of Harmony Grove (F-3-108), crosses Monocacy Boulevard, which is now flanked with both open fields and densely clustered recently constructed housing. The rail line crosses the Monocacy River over the reconstructed Monocacy River Railroad Bridge (F-8-148) and then turns slightly, continuing to the northeast. It then passes through Fountain Rock and Walkersville, where the frame railroad station and several industrial buildings are oriented to the rail line.

Sections of the rail line remain in place, although some segments have been removed or covered with asphalt. Other sections were rebuilt by Walkersville Southern Railway volunteers. The majority of the rail line remains on its original footprint.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒  
Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G    
MHT Comments:

*Jim Zulawski*  
Reviewer, Office of Preservation Services

*[Signature]*  
Reviewer, National Register Program

1/9/08  
Date

1/10/08  
Date

200704183

## History

The Frederick and Pennsylvania Line Railroad Company was chartered in 1867 by an act of the Maryland General Assembly. John Loats was the railroad's first president. Construction commenced in 1869. Initial intentions for the rail line to run from Harrisburg, Pennsylvania, to Frederick, Maryland were not realized. However, the line did extend from Columbia, Pennsylvania, to Frederick. Stations along the line included Harmony Grove; Johnson's Station; Georgetown (now Walkersville); Woodsboro; New Midway; Ladiesburg; Loats Junction (now Keymar); Taneytown; Shu's Station, Kingsdale, and Littlestown.

The line cost \$8,000 per mile to construct and was offered to the public in the form of mortgage bonds; sales were handled by the Farmers and Mechanics National Bank, First National Bank, and Frederick County National Bank.

On August 21, 1872, the Mayor, Aldermen, and Common Council of Frederick passed an ordinance allowing the Frederick and Pennsylvania Line Railroad Company to lay track on East Street and East Patrick Street to connect with the Baltimore & Ohio Railroad. In June 1873, Samuel Appold, Esq., was elected to the position of president of the Frederick and Pennsylvania Line Railroad Company. The same month, the company reported that the railroad was finished and in operation for its entire length. The tracks and sidings are "laid with 56 lb T rail, ballasted with limestone rock in the most substantial manner." First mortgage bonds were still available in 1873 when a second mortgage was offered to purchase rolling stock (or railway cars). The company was using borrowed cars from the Hanover Branch Railway. Records indicate that the company purchased at least one, sixty-passenger car of its own.

Despite these initial efforts and optimism, the railroad apparently never gained a solid financial foundation. A letter to the editor of the Examiner asked the question, "What will we do to make it pay, if it is possible to do so?" On April 20, 1875, the Pennsylvania Railroad leased the Frederick and Pennsylvania Line Railroad from Frederick City to its junction with the Littlestown Railroad at Kingsdale, a length of approximately 28 miles that was operated in conjunction with the Pennsylvania Railroad's existing line from Littlestown to York, Pennsylvania.

In 1896, George Appold, the surviving trustee of the original mortgage, brought suit in the Circuit Court of Maryland, stating that the Frederick and Pennsylvania Line Railroad, which continued as a corporation, was in default on its bonds. The court ordered that the rail line be sold. On June 9, 1896, the railroad was auctioned to John C. Sims for \$150,000. Sims established the Frederick and Northern Railroad Company and conveyed the property to the new corporation. On March 1, 1897, the Frederick and Northern Railroad Company merged with the Pennsylvania Railroad's Hanover and York lines to form the York, Hanover, and Frederick Railroad, which continued to be operated by the Pennsylvania Railroad. In 1953, the York, Hanover, and Frederick Railroad merged into the Pennndel Company. Service to Frederick was cut in June 1972 when the Monocacy River Bridge was destroyed by Hurricane Agnes. The state of Maryland acquired the line from Frederick north to the Maryland state line. In 1976, the state of Maryland contracted with the Maryland & Pennsylvania Railroad to provide service between Littlestown, Pennsylvania and Walkersville, Maryland. In 1978, the state determined that the service was too costly and terminated the service. In 1980, the Maryland Midland Railway initiated service between Walkersville and Taneytown, Maryland with interchange at Keymar with the Western Maryland Railway.

A group of interested and dedicated railroad enthusiasts decided to establish and run their own rail line on the abandoned track between Walkersville and Route 26, with the potential goal of providing service into Frederick. Beginning in 1991, volunteers cleared and rebuilt sections of track, replacing damaged rails and cross ties. The Walkersville Southern Railway now runs tourist/excursion service, leasing the line from the Maryland Department of Transportation. They also received a \$500,000 grant from MDOT to repair the railroad bridge over the Monocacy River, which reopened in 1996.

## MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

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Resources along the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville

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This Determination of Eligibility form will not attempt to assess the National Register eligibility of the towns along the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville line because potential historic district boundaries extend beyond the rail corridor. Brief discussions of the smaller communities are included here. Because of Frederick's size and prominence, numerous other sources that discuss Frederick's history are readily available, so it will not be addressed as part of this form.

Harmony Grove (F-3-108) was a small mill village that was substantially altered when US 15 was constructed. Although the area retains several interesting Victorian-era buildings, MHT determined that Harmony Grove is not eligible for listing in the National Register of Historic Places in 2002.

The Monocacy River Railroad Bridge (F-8-148) was previously determined to be not eligible for listing in the National Register of Historic Places in 1994. The existing form states that the bridge contains elements dating from the 1870s as well as the 1920s and describes how the bridge was washed away by Hurricane Agnes. Since the completion of the form, the bridge has been rehabilitated and rebuilt and does not contain sufficient integrity of design, setting, materials, or workmanship to warrant a change to the previous determination.

Fountain Rock Lime Company Quarry (F-8-126) was documented, along with a small housing survey district, on an excellent Maryland Historical Trust State Historic Sites Inventory Form. Although the form mentions the Frederick and Pennsylvania Railroad as a boundary delineator for the industrial complex, the form does not discuss the significance of the railroad as it relates to the lime kilns. However, the form discusses the potential significance of the nearby kilns of Legore north of Woodsboro. (This area is north of the section of the railroad corridor being evaluated as part of this form.)

Walkersville, Maryland, is approximately seven miles northeast of Frederick situated in an area known as Glade Valley. It was also documented on a thorough and detailed Maryland Historical Trust State Historic Sites Inventory Form. The village was named for John Walker, who laid out the town in 1845. Comprised of three tracts of land—Monocacy Manor, Dulany's Lott, and Spring Garden, the town's earliest settlers were English and German immigrants who were tenant farmers. The 1886 Frederick County directory describes Walkersville (F-8-143) as being on both the Frederick and Pennsylvania Line Railroad and the Frederick and Woodsboro Turnpike (now MD 194). At that time, the town had one lawyer, two ministers, three doctors, four stores, and a lumber yard. Incorporated in 1892, at which time nearby Georgetown was annexed into Walkersville, one of the town's main industries was corn canning, which began to decline in the 1940s, when many farmers turned to dairying. In the 1950s, several residential developments were constructed in Walkersville, marking the first substantial growth in the area. When the Frederick and Pennsylvania Line Railroad was constructed through Walkersville, the rural village on the turnpike did experience growth, with several large Victorian-era houses and light industries constructed in the vicinity of the railroad. However, while this growth may have invigorated the town, the growth was essentially modest when compared to impacts that railroads had on other towns in Maryland, particularly in areas around Baltimore and Washington, DC.

**Significance Evaluation**

Serious consideration was given to the eligibility of Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville line. To facilitate this determination, established and accepted railroad contexts and National Register of Historic Places evaluation tools were used to evaluate significance and integrity. The Pennsylvania Railroad will be evaluated as a railroad corridor historic district as recommended by these established studies. Previously completed Determination of Eligibility forms for other rail lines within Maryland were used to assist in determining the potential significance of the rail line. The Pennsylvania Railroad Frederick

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:       A       B       C       D    Considerations:       A       B       C       D       E       F       G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

Secondary: Frederick to Walkersville is not eligible for listing in the National Register of Historic Places. According to these contexts, the rail line must be eligible under Criterion A and the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville does not meet the accepted historic requirements for eligibility. To be eligible for listing in the National Register of Historic Places under Criterion A, a railroad corridor historic district should have significant and demonstrated association with transportation. The rail line did not open to settlement a region in the state without regional roads or navigable rivers by providing the only long-distance transportation option. There was no appreciable increase in the rate of settlement in the years following the construction of the railroad. The rail line did not provide transportation between a significant manufacturing or commerce node and an important transfer point or terminal market for commodities, products, or services. No significant industrial or agricultural expansion resulted from the construction of the line. The Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville line was not an influential component of the state's railroad network. It did not provide a critical link or junction between at least two significant railroad corridors and its construction did not result in the expansion of transportation networks in the region. According to the evaluation tools, railroad corridors would not be eligible for listing under Criteria B, C, or D. Therefore, the Pennsylvania Railroad Frederick Secondary: Frederick to Walkersville is not eligible for listing in the National Register of Historic Places.

## Works Consulted

C. Burr Artz Library, Maryland Room, Vertical Files.

Erickson, Marie Anne. "Walkersville." Frederick Magazine, April 1992.

"Frederick and Pennsylvania Line Rail Road Company." The Examiner, April 10, 1872.

Frederick County Historical Society, Vertical Files.

Land Records of Frederick County, Maryland. Multiple Libers.

Maryland General Assembly. "Charter and By Laws—Frederick and Pennsylvania Line Rail Road Company." January 1867 Session, Chapter 298.

Maryland Historical Trust. Maryland Inventory of Historic Properties Forms and Determination of Eligibility Forms for Indian Head—While Plains Railroad (CH-290); Georgetown Branch, B&O Railroad (M: 35-142); Baltimore & Ohio Railroad (G-IV-A-287); Southern Maryland Railroad (CH-674); New Castle and Frenchtown Railroad (CE-794); Former Western Maryland Railroad Right-of-Way (AL-VI-B-354); Baltimore, Chesapeake & Atlantic Railway Corridor (T-1126); Western Maryland Railroad: Connellsville (AL-V-A 318); Western Maryland Railway (AL-I-B-074 and WA-VI-047); and Metropolitan Branch, Baltimore & Ohio Railroad (M: 37-16).

National Register of Historic Places. Railroads in Minnesota, 1862-1956.

Silvious, Stephen C. Frederick and Pennsylvania Line Railroad Company, 1985, C. Burr Artz Library, Maryland Room, Vertical File for Railroads.

Walkersville, Maryland: A Tale of Two Villages, 1977.

Walkersville Southern Railroad Website. [www.wsrr.org](http://www.wsrr.org) Accessed on October 31, 2007.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

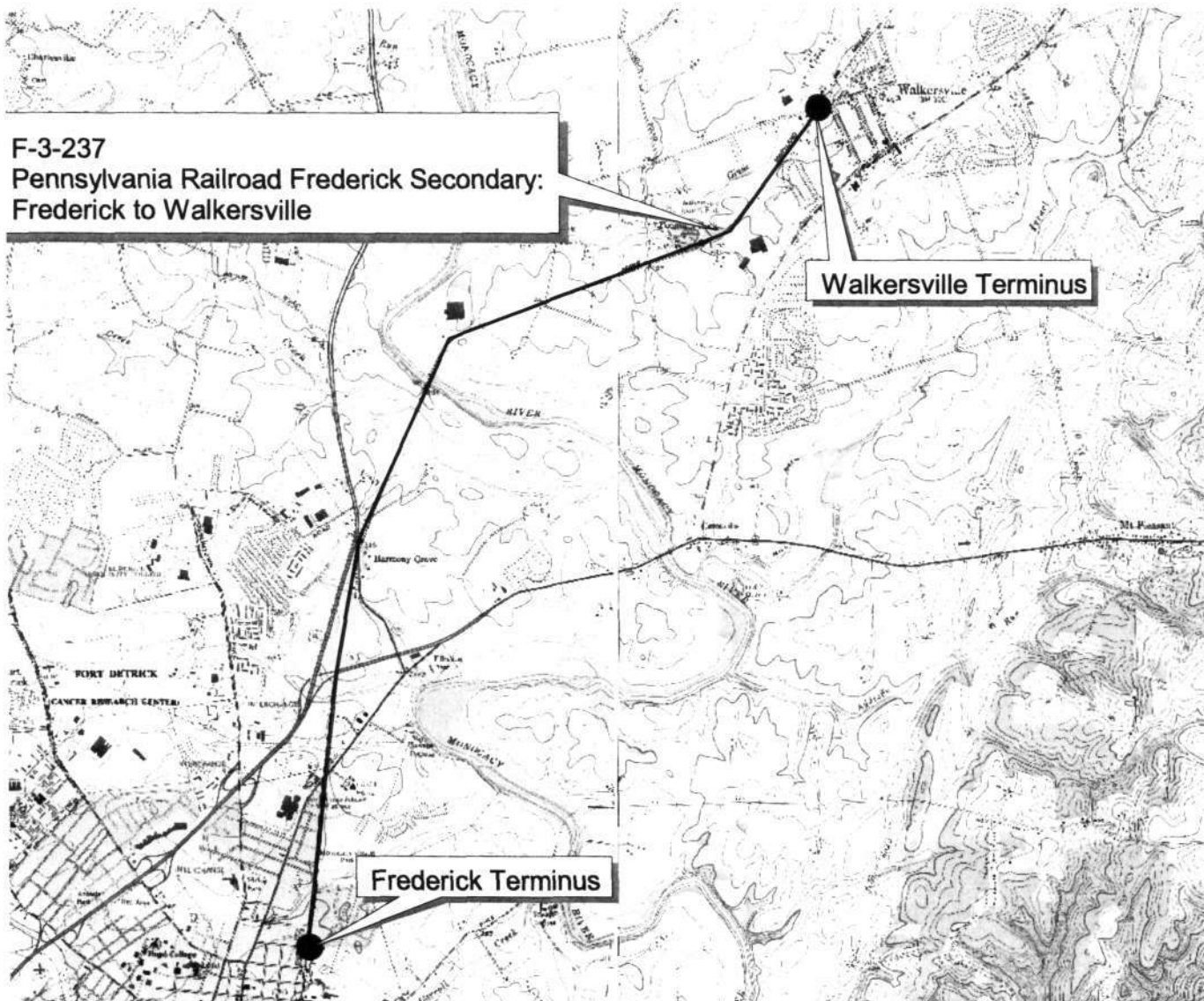
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Date



Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville  
F-3-237  
Frederick County, MD



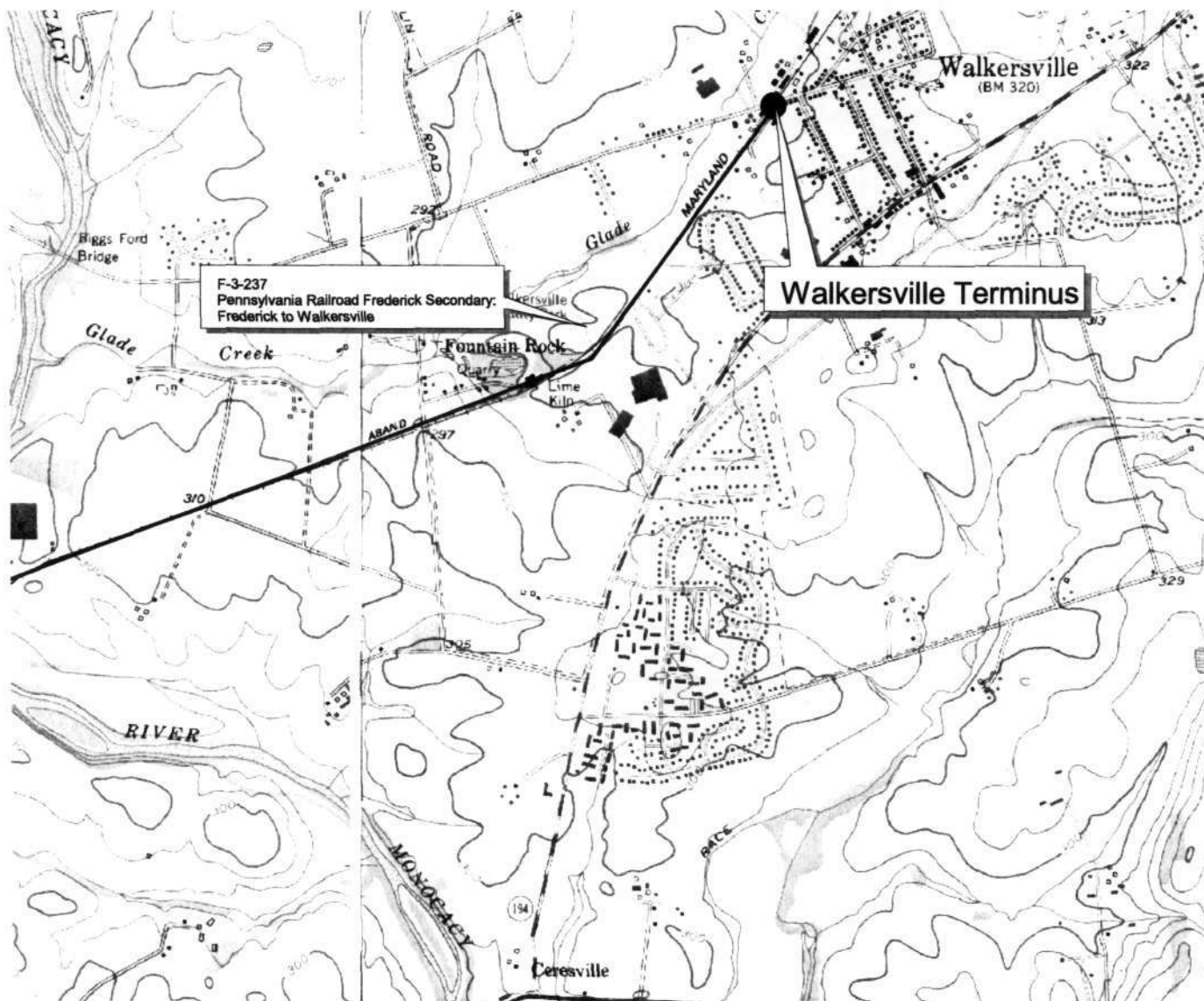
USGS Frederick and Walkersville  
Quadrangle Maps



2 0 2 4 Miles

F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville  
F-3-237  
Frederick County, MD



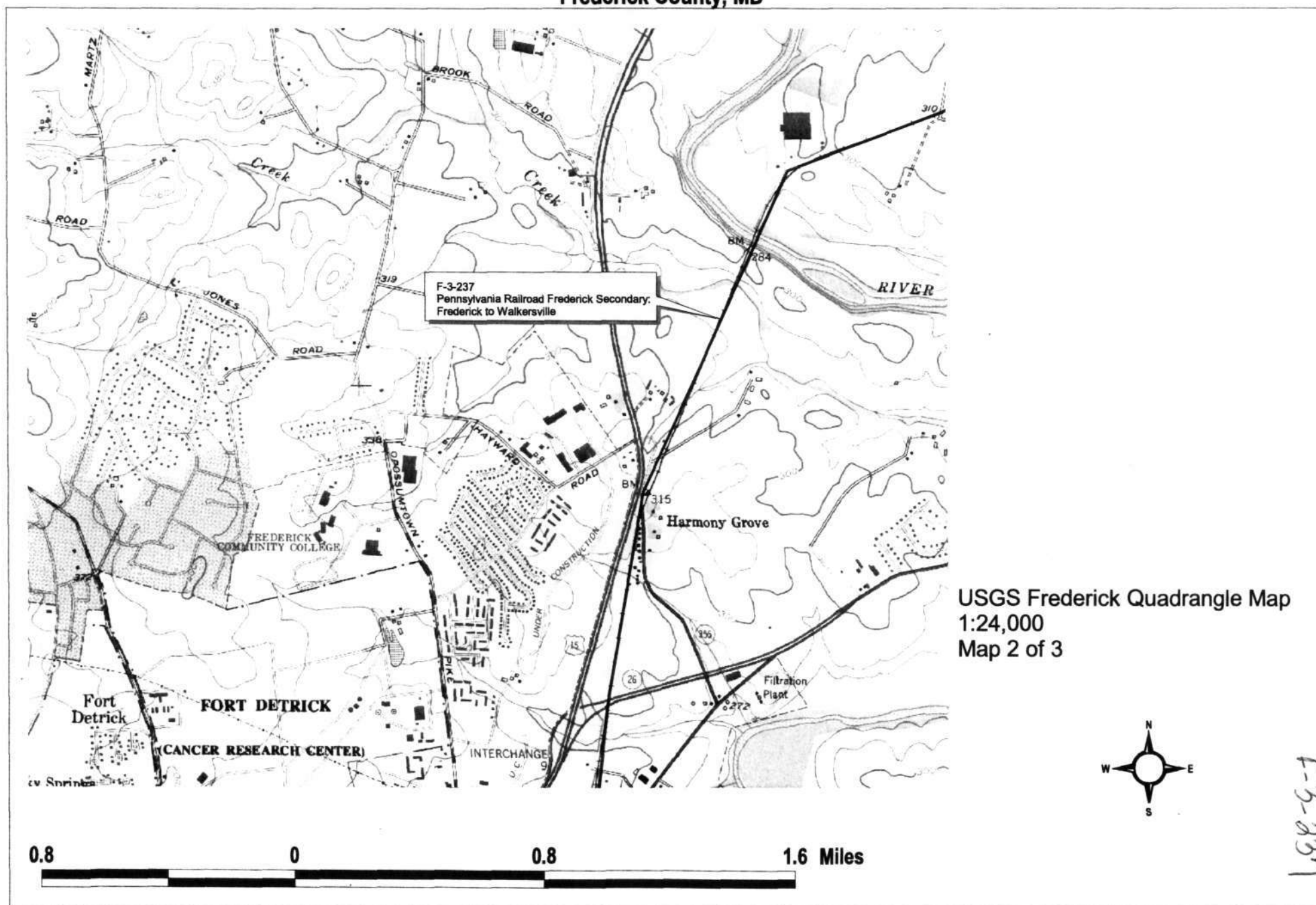
USGS Walkersville and Frederick Quadrangle Maps  
1:24,000  
Map 1 of 3



0.8 0 0.8 1.6 Miles

F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick Walkersville  
F-3-237  
Frederick County, MD



Pennsylvania Railroad Frederick Secondary:  
 Frederick to Walkersville  
 F-3-237  
 Frederick County, MD



USGS Frederick Quadrangle Map  
 1:24,000  
 Map 3 of 3



0.8 0 0.8 1.6 Miles

F-3-237





F-3-237

Pennsylvania Railroad Frederick Secondary  
Frederick to Walkersville

Frederick County, MD

S. Fol 11

10/2007

MD SHPO

At intersection with 9th Street, view to  
The northwest

1/25



F-3-237

Pennsylvania Railroad Frederick Secondary:

Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At intersection with 9th Street; view to  
the north

2/25





F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Worman's Mill Road intersection,  
view to the west

3/25



F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Worman's Mill Road intersection;  
view to the north

4/25





F-3-237

Pennsylvania Railroad Frederick Secondary  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Woman's Mill Road intersection; view  
to The Southwest

5/25



F-3-237

Pennsylvania Railroad Frederick Secondary:

Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Worman's Mill Road intersection,  
view to the northeast

6/25





F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Monocacy Blvd. intersection;  
view to the southwest

7/25



F-3-237  
Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Fell

10/2007

MD SHPO

At Monocacy Boulevard intersection,  
view to the east.

8/25



F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Monocacy Boulevard Intersection;  
view to the northeast

9/25





F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Monocacy Blvd intersection; view to  
the northeast

10/25



F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Fell

10/2007

MD SHPO

Small bridge over tributary; view to  
the northeast

11/25



F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Fell

10/2007

MD SHPO

Small bridge over tributary; view to the  
west (northeast of Monocacy Blvd.  
intersection)

12/25



F-3-237

Pennsylvania Railroad Frederick Secondary  
Frederick to Walkersville

Frederick County, MD

S. Fell

10/2007

MD SHPD

Northeast of intersection with Monocacy  
Blvd. view to the southwest; small  
bridge over tributary

13/25





F-3-231

Pennsylvania Railroad Frederick Secondary:  
Frederick To Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

Over the Monocacy River; view to the  
northeast

14/25



F-3-237

Pennsylvania Railroad Frederick Secondary  
Frederick to Walkersville

Frederick County, MD

S. Fol 11

10/2007

MD SHPO

Bridge over Monocacy River; view to the  
northwest

15/25



F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Fall

10/2007

MD SHPO

Bridge over Monocacy River; view to  
the northeast

16/25





F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Foll

10/2007

MD SHPO

At intersection with Retreat Road; view  
to the north

17/25



F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At intersection with Retreat Road, view  
to the southwest

18/25



F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At intersection with Retreat Road; view  
to the northeast

19/25



F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

Detail at Fountain Rock

20/25





F-3-237

Pennsylvania Railroad Frederick Secondary;  
Frederick to Walkersville

Frederick County, MD

S. Foll

10/2007

MD SHPO

At Fountain Rock; view to the south-  
west

24/25



F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick To Walkersville

Frederick County, MD

S. Fall

10/2007

MD SHPO

At Fountain Rock Road intersection;  
view to the northeast

22/25



F-3-237

Pennsylvania Railroad Frederick Secondary  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At intersection with Fountain Rock Road;  
view to the northeast

23/25



F-3-237

Pennsylvania Railroad Frederick Secondary:  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At Walkersville; view to the southwest

24/25





F-3-237

Pennsylvania Railroad Frederick Secondary  
Frederick to Walkersville

Frederick County, MD

S. Foell

10/2007

MD SHPO

At intersection with Pennsylvania Ave in  
Walkersville; view to the northeast

25/25